



## **HARBOUR MASTERS REPORT TO HHAC 11<sup>TH</sup> July 2012**

### **1 Restructure of manning at the Harbour Office**

After a review by the Board the manning of the Harbour Office has been restructured. This restructuring recognises that the Harbour Authority is now on firm foundations and meets all the national requirements of the Port Marine Safety Code and associated guidance.

Effective today, Peter Haddock will become the Harbour Master assisted by Ken Routledge, Assistant Harbour Master. The present Designated Person will be replaced by Mark Capon. Mark will attend the Harbour at least twice a year to audit compliance with the PMSC and attend the HHAC and will continue to assist the Board and the Harbour Master as marine advisor. As the Designated Person he will be responsible for reporting to the HHAC and the Board on the performance of the Harbour Authority and its compliance with the PMSC.

Now that the Harbour Authority is focused on its role the Board are pleased that the Harbour Master will be permanently in Hayle. The day to day operation of the harbour will remain unchanged.

### **2 Operational report**

April

- An inspection of the authorities Navigational Aids was completed by the Trinity House Inspector of Seamarks no defects were found.
- Three vessels arrived from St Ives to shelter due to poor weather.
- RNLI Were provided with access to the North Quay beach gate to conduct Lifeguard training in the estuary.
- A commercial fisherman reported that he had been obstructed by a kite surfer while transiting the Navigational Channel. I provided the KKSC with a description of the kite and was later informed by the club secretary that the culprit had been identified and dealt with.

- The South Quay Barrier was vandalised for the second time this year and was unserviceable for a week.

#### May

- A local vessel Ellie Em suffered a steering gear failure and grounded on the bar this incident will be covered in more detail in the HM report.
- A group of teenagers plus one adult were seen to be tombstoning from Lelant quay. The dangers of the activity were explained to them and they were advised of the bye laws and they left the site.
- Ann Katheleen entered the harbour and has been undertaking experimental work for the past month with crab pots on behalf of Exeter University.
- A number of vessels have been craned in and gone onto their moorings for the summer season.

#### June

- A group of ten young men were seen on two consecutive evenings to be hitting golf balls with clubs from the middle weir at Allen Baumbachs workshop. Fishermen mooring their boats narrowly escaped being hit and reported the incident to the police. One harbour user was able to provide details of two vehicles the golfers were using to police who are following up on this information.
- Catamaran Two Minds was towed into Hayle by the St Ives Lifeboat with a fouled propeller. The vessel spent two days in the harbour then sailed under its own power when weather became suitable.
- The Cardinal buoy which will replace the Port and Starboard channel buoys has been assembled and will be deployed in the near future.
- The Planned water sports for the King George memorial walk celebrations took place with no reported incidents
- A group of youths who were Tombstoning from Lelant quay were moved on.
- As required by the Port Marine Safety Code and guide to good practice. The AHM is progressing an internal audit of the Safety management system this will be the first occasion that he has completed the task which will enable him to become better familiarised with the requirements of the code, the documentation and records generated to ensure that the authority remains compliant.

### **3 HM Report Cardinal buoy.**

The sections for the North Cardinal buoy were delivered in early June and the buoy has been assembled in the Authorities workshop.

After consultation with the harbour users the authority will position the North Cardinal buoy in the present position of the port hand buoy which is used as a reference point by vessels entering and leaving the harbour. It and the starboard buoy will be bought ashore and disassembled. As explained in the previous HM report six smaller flat bottom buoys can then be built from these modular sections and used to mark the channel.

Padstow's dredger MV Mannin is expecting to be on passage towards the end of July, unless its programme changes the Padstow Harbour master has agreed that the vessel can be used to lay the new buoy and recover the existing lateral buoys this will reduce the costs associated with this operation, as it will then not be necessary to bring in a commercial vessel specifically for this purpose. Trinity House is being regularly updated on the progress of this operation and A local Notice to mariners will be issued in advance of the change over so that all mariners will be aware of when the operation is programmed to occur.

#### **4 Grounding**

On Saturday 11<sup>th</sup> May at 1432hrs Hayle lifeguards contacted the DHM and informed him that a vessel was grounded on the bar. The AHM was on duty, and was directed by the DHM to activate the emergency plan and respond to the incident. He identified the vessel as Ellie-EM from the port and established that the vessel had suffered a steering gear failure and that crew and vessel were in no immediate danger, he informed the Coastguard also NCI St Ives and issued regular situation reports through out the period of the incident.

As the crew were unable to rectify the defect before the next high tide and the light was fading the AHM arranged for the vessel to be towed into the harbour by another harbour user on the tide. A full incident report has been compiled and filed in the authorities SMS as required by the Port marine Safety code. The laid down procedure for this emergency in the authorities emergency plan was found to be robust and helpful to the AHM as part of the decision making process and does not require amendment.

#### **5 Mackerel Boats**

It has been necessary to issue Mr Barber with a Harbour Masters Special Direction this is a tool that is available to the Harbour Master through the provisions of the Hayle Harbour Act 1989 which empowers the authority to regulate vessels for a range of purposes by issuing a written direction to the master of a vessel.

In this case Mr Barber has been instructed to either remove his vessel and moorings from the harbour or pay his dues. Failure to comply will result in the vessel being arrested and sold to recover costs. Mr Barber has ignored the direction and demonstrated his defiance by hauling the James Stevenson further up the beach. He has therefore been invited to attend an interview under caution at Hayle police Station.

#### **6 Ocean Energy**

The DHM and AHM met with the Director and Chief Executive of Ocean Energy prior to them having a meeting with wave hub. The company are looking to operate suitably sized support and maintenance vessels from Hayle but did express there concern about the current state of the channel. They are aware of the environmentally sensitive nature of the estuary and have suggested that they would consider plough dredging to ensure that their vessels; although shallow drafted would have sufficient water to enable them to operate effectively and safely.

Maintenance dredging is required to maintain water depths in areas where sedimentation occurs. It only involves the removal of recent unconsolidated sediments, such as mud, sand and gravel. The plough is normally towed behind a tug, which often doubles as a survey vessel. This is a simple cost effective method of maintenance dredging especially in environmentally sensitive areas it brings the sediment into suspension which then exhausts on the ebb tide. The only obstacle with this method would be the power cables that cross

the estuary and the company have requested that the authority obtains confirmation from Western power of the cable depth.



## **7 Waste Disposal**

Following an increase in our skip charges I am in the process of looking at the requirements of the regulations; The merchant Shipping and Fishing vessels (Port Waste Reception Facilities) Regulations 2003 and Marpol 73/78 to ascertain exactly what type of waste reception facilities Hayle is required to provide for what type of waste and the charges which can be passed on to the users with a view to making savings.

Peter Haddock  
Harbour Master  
Hayle Harbour Authority Limited